

## INTERSTATE 10 – PINAL REGIONAL TRANSPORTATION PROFILE

Contract T0449P0001  
Purchase Order PG KG2999  
Task Assignment TPD05-07

### TECHNICAL ADVISORY COMMITTEE MEETING NO. 1

February 28, 2007  
Town of Marana, Municipal Complex  
Administration Building  
2nd Floor Conference Center  
11555 W. Civic Center Drive

10:00 a.m. – 12:00 p.m.

### ATTENDANCE

Brent Billingsley, *City of Maricopa*  
Kevin Lovis, *City of Casa Grande*  
Keith Brann, *Town of Marana*  
Alton Bruce, *City of Coolidge*  
Craig Civalier, *Town of Oro Valley*  
Lynn Farmer, *Town of Gila Bend*  
Don Freeman, *PAG*  
Reza Karminvand, *ADOT Tucson District*  
Javier Gurrola, *ADOT Pre-design*  
Tim Wolfe, *ADOT Phoenix Maintenance District*  
Consultant Staff in Attendance  
Dave Perkins, *Kimley-Horn & Associates, Inc.*  
Brent Crowther, *Kimley-Horn & Associates, Inc.*

Bob Hazlett, *MAG*  
Bill Leister, *CAAG (Represented by Proxy)*  
Mark Thompson, *Town of Florence*  
Giao Pham, *City of Apache Junction*  
Ed Stillings, *FHWA*  
Robert Young, *Pima County DOT*  
Maysu Hanna, *ADOT Phoenix Maintenance District*  
Doug Hansen, *Pinal County*  
Dianne Kresich, *ADOT (ADOT Project Manager)*

### MEETING SUMMARY

A Technical Advisory Committee Meeting of the Interstate 10 – Pinal Regional Transportation Profile was held on February 28, 2007 at the Town of Marana Municipal Complex, Administration Building in Marana, Arizona. The meeting began at 10:00 a.m. p.m. and adjourned at 12:00 p.m.

Dianne Kresich opened the meeting and thanked all for their attendance. Agenda items included an overview of TAC roles and responsibility, work plan and schedule, public

involvement plan, prospective new corridors round table, and TAC comments on work plan, study issues, and study expectations.

The following are key points for each agenda item that were discussed during the meeting.

#### Welcome and Introductions

1. An important element of the Pinal RTP is coordination with the current and on-going I-10 Corridor Study. Dianne noted that the I-10 Corridor Study has specifically noted that the Pinal RTP will identify alternative routes to I-10. Dianne noted that I-10 traffic is nearly twice as what can be accommodated.
2. Dianne stated that an RFP has been released for the I-10 Phoenix to Tucson Bypass Study. The study area begins west of Phoenix and continues south and east of Phoenix towards the Tucson area. Dianne noted that the I-10 Truck Bypass study is not a DCR, and no alignment will be established.
3. MAG has been invited to join the TAC. MAG is managing the Hidden Valley Study. The study area for Hidden Valley area begins west of the Gila River and extends to 459th Avenue.
4. In all there are 4 studies that are looking at the Northern Pima and Southern Pinal study area (I-10 Corridor Study, Pinal RTP, Truck Bypass, and MAG Hidden Valley).

#### Committee Role and Responsibility

5. TAC members will be given all meeting minutes and study documents that are produced during the study. The TAC is critical to issue identification and resolution. An important role of the TAC is to identify other stakeholders that are relevant to this study. TAC members will also be asked to suggest TAC meeting and open house locations.
6. The TAC is vital to coordination with other studies: I-10 Corridor study, SATS, etc.
7. The I-10 Pinal RTP will certainly attract the attention of elected officials and the public. The TAC is requested to keep elected officials informed as the study progresses. An important role of the TAC is to listen to what their constituents are saying about the study, and provide that input to the study team.

#### Work Plan and Schedule

8. Kimley-Horn and Associates, Inc. is the prime consultant for Pinal RTP. Lima & Associates and Cambridge Systematics are sub-consultants. Gordley Design Group has been assigned by ADOT CCP as the public involvement consultant.
9. Dave Perkins is the Kimley-Horn project manager. He will lead the corridor definition study tasks. Brent Crowther is deputy project manager and will manage the Regional Transportation Profile upon conclusion of corridor definition study tasks.
10. The Pinal RTP can be thought of as a Regional Transportation Profile, within which a Corridor Definition Study resides. ADOT committed to conduct a corridor definition study within the RTP process considering anticipated regional growth, the existing limited transportation system network, and agency and stakeholder expectations.

11. It is anticipated that the corridors needs analysis will demonstrate that the existing state highway system will be overcapacity. If new corridors are not considered, the RTP process could potentially identify unrealistic improvements needs. It is anticipated that any new corridors that are identified could offer relief to the existing state highway system.
12. The need for new corridors will be based upon 'beyond 2030' population projections. The 'beyond 2030' socioeconomic projections will be based on the Pinal County 2025 model. Information from the PAG Loop Study, the Pinal County model, and the I-10 model will be integrated. Doug Hansen stated that the county is currently refining the Pinal County 2025 model for their Comprehensive Plan.
13. Craig Civalier asked if the study would look at different land use scenarios, and how different land use scenarios affect traffic volumes. Dave Perkins stated that the build-out model is a land use scenario. However, we will not be developing multiple build-out scenarios. Dave stated that CAAG is currently developing a build-out population database. CAAG's goal is to have the population presented in April, and officially accepted by June.
14. Alton Bruce stated that the numbers that are being developed by CAAG for build out projections will be supported by the local jurisdictions.
15. Craig Civalier asked if we will be integrating the Oracle Road Corridor Study with the RTP and Corridor Definition Study. Dave Perkins stated that we will integrate the findings of various on-going studies including the Oracle Road Corridor Study and the I-10 Corridor Study, and the Pinal County RSR.
16. The corridor needs assessment will evaluate potential corridors against criteria such as whether the new corridor attracts trips, diverts traffic from congested routes, serves a state or regional function (now or in the future), serves commercial trade, and serves as a supplement to or integrates with local and regional transportation plans. Dianne Kresich emphasized that it will be important to distinguish new high-capacity corridors from new arterials.
17. Don Freeman stated that the corridors cannot be shown as providing needed relief in 2030 when they actually will not be constructed until 2050. Dave Perkins stated that if a potential new corridor is identified, and it will ultimately provide much needed relief to the existing state highway system, then we would want to avoid over-building the state highway to meet the need that the new corridor will serve. Don Freeman stated that the study should state that the new corridor is needed to meet 2030 demands, rather than 2050 demands and that we need to look at the existing system in 2030 without the new corridors to determine which of the new corridors need to be provided by 2030. We can't say that we will ignore the existing system because we have something planned for 2075.
18. Keith Brann stated that the RTP cannot consider a do-nothing alternative. The I-10 corridor study is already assuming that improvements will be made.
19. Giao Pham stated that this study needs to coordinate with other multi-modal studies including the I-10 High Speed Rail Feasibility Study
20. The I-10 Corridor Study is looking at potential locations for the traffic interchange with the North-South Corridor. The I-10 Corridor Study has identified several alternatives within a 7-mile corridor.

21. Bob Hazlett stated that it is important to think globally, and to remember that the world does stop at the end of your study area. It is important to look at approach routes entering into the study area because these will generate significantly more traffic than what is generated within the study area.

#### Public Involvement Plan

- § Gordley Design Group has been selected by ADOT Communications and Community Partnerships to lead the public involvement effort in the study. After they are under contract they will develop the public involvement plan.

#### Prospective New Corridors Round Table

22. Dave Perkins led a discussion to solicit ideas and input regarding new corridors. Ideas that were discussed include:
- a. Extend I-8 to the east and integrate into the I-10 Bypass.
  - b. Extend the North-South corridor to south of I-10.
  - c. Extend the Western Loop (from PAG Loop Study) north to connect to the North-South corridor.
  - d. Construct an east-west corridor that runs south of the City of Maricopa. This corridor could serve as the I-10 bypass. The corridor could then head north and east and ultimately connect to US 93. This corridor could ultimately become the new I-11 to Las Vegas.
  - e. City of Benson has expressed interest in a north-south connection to a new corridor.
  - f. Extend SR-83 south.
23. Giao Pham stated that new corridors will promote additional growth. Bob Hazlett stated that unfortunately MAG and ADOT are not land planning agencies, but must respond to growth. ADOT cannot set land use zoning. The RTP could mention congestion management techniques.
24. Dave stated that a new corridor could also be the improvement of an existing corridor to a higher functional classification.
25. Giao Pham stated that if an existing corridor such as SR-79 could grow to a higher level, then current access management needs to be taken to a higher level. US 60 through Apache Junction is an example of bad access management.
26. Reza Karimvand emphasized that roadway classification needs to be looked at very carefully. It must be determined how roadway classification and access management will be integrated into the study.

#### TAC Comments on Work Plan, Study Issues, and Study Expectations

27. The City of Maricopa planning area has a projected population of 3 million. The projected population of the Casa Grande area is 2 million.
28. When asked if we need to extend an invitation to the Tohono O'odham and GRIC, Dianne Kresich stated that they had been invited to the meeting. Reza Karimvand stated that it is very important to meet with them one-on-one.

29. Reza Karimvand stated that for the Southeast Arizona RTP he is providing all of the TIAs that recently have been completed within the study area. Reza suggested that each of the local jurisdictions provide that information to this study.
30. Dianne stated that the next TAC meeting will be in 2 to 3 months. In the meantime, Kimley-Horn will be contacting local jurisdictions to request for information.